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OXC-9960-66  
Copy 6 of 10

14 February 1966

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**MEMORANDUM FOR THE RECORD**

**SUBJECT :** Report of Meeting at Lockheed, Burbank, on  
10 February 1966.

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1. On 10 February a meeting was held at LAC, Burbank, to review the anticipated flight test program during FY'67 and 68. These data will be used by LAC in preparing their estimated FY'67 and 68 budget. In attendance were [redacted]

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[redacted] LAC, [redacted] Headquarters.

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2. Although this meeting was primarily to provide guidance to LAC for preparing their estimated FY'67 and 68 budget, many decisions relate directly to the recently established Flight Test and Configuration Control Board. Attachment 1 is a copy of the items reviewed at the meeting. Two decisions which must be made are readily apparent:

a. Should aircraft 131 be designated as a flight test vehicle while aircraft 122 is in mods?

b. Should aircraft 122 receive only the same mods as the other vehicles received or should it also get the SR-71 increased capacity electrical system, the SR-71 environmental system and the new cockpit panel? Estimated cost and scheduling differences are being formulated by Lockheed.

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4. The two attached schedules (Atts III and IV) are a LAC proposal aimed at keeping an IRAN line in continuous operation with one vehicle in the line at all times. The two schedules differ basically by the different modification approaches for aircraft 122, e.g., retain the existing A-12 configuration or go to an A-12B configuration incorporating the SR-71 increased capacity electrical and environmental systems, and the new cockpit panel. The IRAN schedule for this latter A-12B configuration assumes complete fleet retrofit during the indicated IRANS.

5. Attachment V shows tentative aircraft 122 modification items with indicators to flag A-12B configuration items.

ASD/OSA

Atts: As Stated

ASD/OSA/ (14 Feb 66)

Distribution:

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FY '67 AND FY '68

GROUND RULES

DEPLOYMENT - 3 Airplanes per Deployment -

Two Deployments per year - Each Deployment 90 - 120 days - One Deployment Base only. In addition  to have Mission Capability along with Test and Training Capability.

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FLIGHT TEST - Assume that two Airplanes in Basic Engineering Flight Test Program (121 and 122) S/N #131 will be used as the second Flight/ Test Article while #122 is in Mod.

CONSIDERATIONS

- (A) Instrumentation in 129 but not now in 121 to be transferred to 121 to Cont. Inlet Work & 34K, etc.
- (B) Number 122 to be layed up for Mod during this period.

MOD PROGRAM

S/N 129 to become Std. B/S Config. Don't install  Headquarters to confirm with TWK.

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S/N 121 TEST WORK - FY '67 & FY '68 (Basic Airframe & Propulsion F/T Airplane)

1. Sealed duct work - Cont. present work,
2. High Alt. (90,000') - Low KEAS work,
- \*3. P & W Blade Stress work,
4. Propulsion Perf. -  $F_{11}$  - D/Inlet Cases (Optimum Instrumentation from 129),
5. 34K Tests (get engines S/N's 249 & 250)
  - (a) Bleed Transition Point
  - (b) Inlet Matching
  - (c) Cruise Data
  - (d) Complete Profile

S/N 121 TEST WORK - FY '67 & FY '68 (Continued)

6. AFCS Improvement Tests,
7. Cruise/C. G. Investigation,
8. Auto Trim, Error Gage,
9. General Perf. Improvement Invest.,
- \*10. Single Inlet Perf. - both Engines Operating,
11. Unsurfaced Problem Investigation,
12. 390 LBS Tests (Up-date Potentials),
13. MIL Power Cruise Perf.

\*Black Shield Interest.

122 FLIGHT PROGRAM

ALT. I

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1. Modify to operational capability.
2.
3. Comm - Nav Testing
4. Camera Testing
5. Limited Engine Testing - Not Requiring Macelle Instrumentation
6. Requires Mod Program to get #1 Above

ALT. II

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1. New A-12B Config. (Spares Problem for Deployment)
2.
3. Comm - Nav Testing
4. Camera Testing
5. Limited Engine Testing - Not Requiring Macelle Instrumentation
6. Requires Mod Program to get #1 Above
7. Would Require Additional F/T Program for Systems from #1 having First use in A-12 Vehicle. (ER-71 Elect, ER-71 Environmental, Cockpit).

131 FLIGHT TEST

131 Flight Test - To be substituted for S/N 122 while it is in Mod for priority requirements:

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5. Camera Tests - Type I, II & IV

6. Other Priority Tests

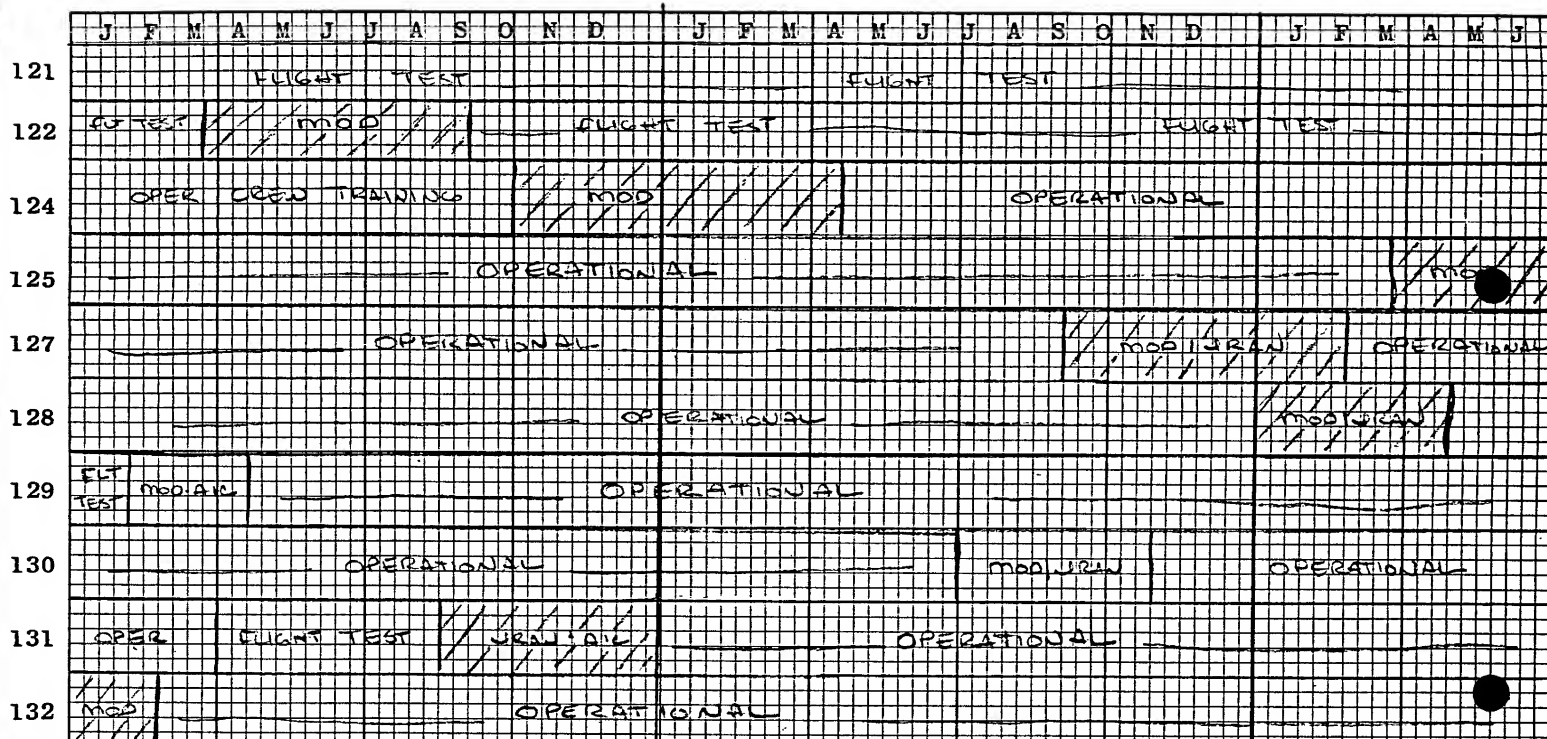
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**BASIC PLAN-PRESENT A-12 AIRPLANE CONFIGURATION**  
 Approved For Release 2004/07/07 : CIA-RDP71B00399R000600140007-2

CY-1966

CY-1967

CY-1968



**\*Alt. Plan to Above Schedule**

(1) Make airplane 122 operational during all of FY-68.

**Future Projection (FY 69 and on)**

(1) Continue Mod/Iran schedule at 4 mo's/ea - This means span of 2 yrs 6 mos between trans per airplane.



-Alt. #2 New A-128 Configuration  
 Approved For Release 2004/07/07 : CIA-RDP71B00399R000600140007-2  
 CY-1966 CY-1967 CY-1968

	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
121																														
122	FLIGHT TEST												FLIGHT TEST												FLIGHT TEST					
124																														
125																														
127																														
128																														
129																														
130																														
131																														
132																														

Alternates:

- (1) 122 to become available for operational use beginning FY-68 and cont oper.
- (2) 124 to be mod to A-12B in FY-68.

A-12B Mods Include SR-71 Electrical and Environmental Systems and New Cockpit.

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Attachment V to  
OXC-9960-66

TENTATIVE AIRCRAFT 122 MODIFICATION ITEMS

- \*A. Install ARC-50 Nose
- \*B. Install Lockheed Inlet Controls
- 25X1 \*C. IFF, TACAN, [REDACTED]
- \*D. Production Chine Bays - New Plugs
- \*\*E. Cockpit Wiring Rework Into Chines
- \*\*F. Instrument Panel - New Instruments
- \*\*G. SR-71 Air Conditioning System
- \*\*H. CSD 60 KVA Electrical Generation
- \*I. [REDACTED]
- J. [REDACTED]
- K. [REDACTED]
- L. Structural Additions and Mods
- M. Reseal Fuel Tanks
- N. 34K-J58 Engines
- \*\*\*O. EGT Automatic Trimmers
- \*\*\*P. Stabilized Ejection Seat
- \*\*Q. Fuel Boost Pumps (16)

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\*Indicates Already Kitted.

\*\*Items associated in going to A-12B configuration.

\*\*\*Additional items contingent upon A-12B configuration down time.

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Att. V

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- \*\*R. Circulating Fuel Pump
- S. Gyro Actuating Mechanisms
- T. Wing Panels
- U. Install All Current Service Bulletins

25X1 \*\*\*V.

- \*\*\*W. Improve Gig Connections, Hydraulic
- X. Improve Pitot-Static Lines
- Y. No Cannon HR Plugs - Use Lockheed's
- Z. No FS715 Electrical Break
- AA. Emergency canopy handle

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AB.

- AC. Third Chine Bay - R.H. Side

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14 February 1966

MEMORANDUM FOR THE RECORD

SUBJECT: Advertising by Lockheed and Sub-Contractors

1. In a recent exchange of memorandums between the Director of Central Intelligence and the Deputy Secretary of Defense, it was agreed that Lockheed and its sub-contractors affiliated with the YF-12A and SR-71 programs would be permitted in the future to advertise their association with these programs. The memorandums stipulated that all advertising proposals should be submitted to Security Staff/OSA for review and coordination with the Defense Department prior to publication. Although the correspondence did not specifically authorize contractors other than the above group to advertise, it would appear that a precedent has been set and others may soon be permitted to publicize their wares.

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2. Since advertising in the past has been limited to Lockheed and the YF-12A, we can expect to see an increasing volume of publicity concerning the YF/SR aircraft in the newspapers and trade magazines. It should be emphasized that this cannot be construed as a significant change in OXCART security philosophy. The OXCART aircraft will continue to be regarded as a covert asset, and in fact, increased security diligence and awareness may be necessary to protect their existence.

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Chief, Security Staff  
OSA

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GROUP 1 EXCLUDED FROM  
AUTOMATIC DOWNGRADING  
AND DECLASSIFICATION

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[REDACTED] /SS/OSA/14 Feb 1966

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